

CLASSIFICATION ~~SECRET~~ ~~NOFORN~~ ~~FLASH~~ ~~ONLY~~

COUNTRY	East Germany	REPORT NO.		25X1
TOPIC	Garz Airfield			25X1
EVALUATION		PLACE OBTAINED		25X1
DATE OF CONTENT				
DATE OBTAINED		DATE PREPARED	13 July 1955	
REFERENCES	This is UNEVALUATED Information			25X1
PAGES	2	ENCLOSURES (NO. & TYPE)		
REMARKS				

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1. The construction project at Garz airfield had the code designation "032" - "Gustav" within the VEB Ing Tiefbau Brandenburg. It was not possible to determine the meaning of "Gustav" which presumably was a new type of designation for a construction project. On 5 June, about 100 workers were employed at the field with Pilz (fnu) as construction superintendent. Work progressed quickly probably due to the fact that sufficient workers were available in the Garz area. Workers residing at Ahlbeck were hauled to the construction site by busses of the VEB Ing Tiefbau. Three locomotives were employed at the site and additional locomotives were expected to arrive. The construction staff requested the immediate employment of 68 firemen and locomotive drivers. Work at the field was being done in 3 shifts. Target dates for the completion of work were not yet known. A total of 600 workers specialized in subterranean work were requested for the second quarter of 1955. Most of them were recruited in the area of the construction site. On 6 June, 270 laborers for subterranean work were still urgently needed.

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2. Garz airfield was still in the same condition as at the end of the war. Two hangars were destroyed, while all quartering facilities and other buildings were intact. The quarters were almost entirely occupied, mostly by naval troops including many officers. About 100 soldiers wearing red-bordered black epaulets were also quartered at the field. No aircraft were presumably stationed at the field although take-offs and landings were daily made by Li-2s, Yak-11s, Yak-14 and Po-2s. Almost every day, a single-engine biplane/^{flown} by naval officers landed at the field. The aircraft had a radial engine, a cabin with 2 seats in the pilot's compartment and 4 seats for passengers.

A conspicuously large number of sedans was seen at the field, while only two trucks have previously been ~~observed~~.¹

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3. The following radio installations were previously observed at the field:

A Token-type set was located on an elevation at the southern field border. A cable extended from this set into a barracks nearby. Next to this barracks were two wooden masts, about 20 meters high, which were interconnected by a single-wire antenna. At least 10 lead-ins branched off from this antenna to

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the barracks and terminated in various windows. Four wooden masts with umbrella-type antennas were also located next to the barracks. The lead-ins from these antennas also extended into the barracks. Near the Token-type set was a Fishnet the cable connections of which could not be identified. It was assumed that the barracks had already formerly housed the radio station for the airfield. Four brick cabins, similar to telephone boxes, were observed in the woods southwest of the field. At the side of each cabin were 2 masts about 20 meters high which were interconnected by a single-wire antenna with several lead-ins extending into the cabin. ²

4. Pilz (fmu), the construction superintendent at the airfield, stated that 2 blocks of quastering buildings would be constructed at first for the German construction workers who were expected to arrive. A third block would possibly be vacated for the same purpose because a large number of workers was required for the scheduled work at the field. Pilz also said that the field was to be enlarged and that a runway with a length of at least 2,500 meters was scheduled to be built. For this purpose, the areas adjacent to the field had to be leveled and some small elevations had to be removed. It was allegedly not yet decided if a concrete runway or a lane of runway mats would be constructed. Two large dredgers and 3 narrow-gauge field locomotives had already arrived. Two additional dredgers and 5 locomotives, the latter from Gross Doelln, were expected to arrive in a few days. ¹

1. Comment. It is still unknown what type of improvement work will be done at Garz airfield. The reported length of the runway (2,500 meters) appears to be correct.

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2. Comment. The radar sets are reported for the first time.

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